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## IMPORTANT GEOGRAPHICAL RESEARCHES.

## HISTORICAL SKETCHES

OF THE  
Inland & Maritime Exploring Expeditions  
FITTED OUT BY THE  
UNITED STATES GOVERNMENT  
AND  
PRIVATE COMMERCIAL ENTERPRISE.

## THE NEW EXPEDITIONS, &c., &c., &c.

From the time when the Phœnicians first launched their galleys upon the waters of the Mediterranean, until the present, the greatest practical advantages to mankind have sprung, directly or indirectly, from voyages and exploring expeditions. The desire to become acquainted with the globe we inhabit, and to further the commercial interests of nations, have so stimulated man to voyages and adventures, that at the present day the navigator has ploughed the farthest waters of the earth, and the pioneer has penetrated the deepest forests of continents. These expeditions, while they have promoted commercial and geographical knowledge, have also incidentally led to various important discoveries in geology, astronomy and botany, which discoveries have revealed some of the mysteries of nature, and thus contributed to the advancement of science. The United States government, although young in comparison with the nations of Europe, has, nevertheless, during the short period of her existence, equalled any of them in her maritime expeditions and discoveries, and has surpassed them in her inland explorations. We give a brief history of each of the most prominent expeditions fitted out by our government, and those organized by private enterprise, arranging them chronologically, commencing with the maritime, and ending with the inland.

**PENDLETON'S EXPEDITION.**  
In the year 1829 was fitted out the first American exploring expedition that ever sailed under the patronage of the American government. It consisted of two brig, the *Seraph* and *Annapolis*, and the command of it was given to Benjamin Pendleton. The design of the expedition was the exploration of the Southern hemisphere, but owing to inexperience, it was poorly fitted out; and this, together with the mutiny of the crew, was the cause of its failure. Captain Pendleton proceeded only to the latitude of Cape Horn, when misfortune compelled him to turn homeward. The failure of this expedition was a matter of sincere regret, inasmuch as it was the first trial of American enterprise for the benefit of commerce.

**WILKES'S EXPEDITION.**  
The next effort on the part of the government to accomplish the end frustrated by the failure of the above expedition, was made about ten years after, and was eminently successful. The general government having in view the important interests embarked in the whale fisheries, and other adventures in the Southern seas, fitted out an expedition for the exploration of this portion of the globe, and also to determine the situation of all doubtful shoals and islands. The command of this was given to Lieut. Charles Wilkes, of the navy, who sailed from Hampton Roads, Va., August 19, 1838. Liberal appropriations were made by Congress to further the ends of this enterprise, and the expedition was provided with everything to promote scientific discoveries. The fleet consisted of the sloop of war *Vincennes* and *Peacock*; brig *Porpoise*, and three smaller vessels—the *Relief*, *Flying Fish*, and *Sea Gull*. It was accompanied by Mr. Hale as philologist, Messrs. Pickering and Mr. Peale as naturalists, a mineralogist, botanist, and horticulturist. This expedition, second in importance to none ever undertaken, made a complete circuit of the globe, and visited and explored nearly every unknown latitude. Its route lay around Cape Horn to Lima, thence west, visiting all the important islands of the Pacific ocean, thence south into the Antarctic sea, thence through the East Indies, and thence homeward around the Cape of Good Hope. Captain Wilkes discovered the Antarctic continent on the 10th of July, 1839, and penetrated the icy regions of the south as far as the 66th deg. of latitude. Among the most important incidents of the voyage may be mentioned the murder of two of the officers of the fleet, July 25th, 1845, by the natives of the *Fejo* Islands. In retaliation an attack was made by the fleet upon the natives, and many of them killed. The sloop of war *Peacock* was lost at the mouth of the Columbia river in July, 1841. Commodore Wilkes returned to New York in the flag ship *Vincennes*, on the 11th of June, 1842, after an absence of nearly four years. As the events of this voyage are now historical, it is not necessary that we should here narrate them so fully as the events of recent expeditions, the records of which have not yet been added to the volumes of our libraries. At the time of the organization of this expedition it attracted the attention of the civilized world; and the honor and interests of our nation were, in a great measure, dependent upon its result. Its successful termination is, and will ever be, a matter of national pride, and the benefits derived from it will continue to be enjoyed so long as commerce shall send her ships across the trackless ocean, and so long as geography and science shall refuse to yield up their immense acquisitions from the discoveries which it made.

**LYNCH'S EXPEDITION TO THE DEAD SEA.**  
The next voyage of discovery which enlisted the aid of government, was that to the Dead Sea, in the year 1847. Lieut. W. F. Lynch, commanding the expedition, set sail from the port of New York on the 27th day of November, 1847, and the expedition being partly inland, it required but one vessel, which was the U. S. storeship *Supply*. Lieut. Lynch proceeded up the Mediterranean, through the Archipelago, and Gulf of Smyrna to Smyrna, and thence embarked on board an Austrian steamer and proceeded to Constantinople. Making but a short stay in the "City of Mosques," the adventurers proceeded on their journey to explore the River Jordan and the Dead Sea. The object of this expedition was to ascertain from personal observation, the habits and character of the Orientals, as well as to learn the geographical position and nature of the country—a country not attractive in itself, but interesting from its historical associations, both classical and scriptural. Here was the birth-place of civilization; here were buried the relics of a thousand years; the ruins of Babel and Nineveh here invited the musings of the philosopher, and above all, this land was rendered holy by the footprints of our Saviour. Our people looked forward with anxiety to any information which might be given of a land so barren in its climate and productions, yet so rich and luxurious in its associations, its antiquities and historic lore. Captain Lynch's expedition extended to all these places of note or importance, and the valuable history of his journey, to which we are compelled to refer our readers for further particulars, fully satisfied the expectations of those most interested in the expedition.

**AMERICAN ARCTIC EXPEDITION.**  
The enterprise known by the name of the American Arctic Expedition, being fitted out by a private citizen, does not strictly come within the limits of the present article on government expeditions. Yet its results, contributing much to our national honor, will be pardoned for recording it with those

which have been organized under the sanction of government. The noble object of this expedition, the munificence with which it was fitted out, the extent of its explorations, tend to stamp it as one of the most important that ever sailed from our shores. The great navigator, Franklin, who sailed from England eight years ago, for the Arctic Ocean, and who aroused the fears of Christendom for his safety, among other philanthropists enlisted on behalf of his discovery, the sympathy and liberality of Henry Grinnell, of New York. This gentleman, in the year 1850, fitted out two brig—the *Advance* and *Rescue*—and entrusting the command of the expedition to Lieut. De Haven, of the U. S. N., dispatched them to the Polar seas in search of the lost navigator. Passed Midshipman S. P. Griffith accompanied De Haven, in command of the *Rescue*, and Dr. Kane, to whom the public is indebted for some of the most valuable papers of the voyage, was also attached to the expedition as surgeon. This band of adventurers penetrated the icy labyrinth of the Polar zone as high as eighty degrees of latitude; and although they failed in the main object of their voyage—the finding of Sir John Franklin—yet their cruise added much to geographical knowledge. Their course lay north through Davis' strait and Baffin's bay, thence onward to Melville bay, thence west through Barrow straits and Wellington channel, the farthest point of their journey. Dr. Kane, in speaking of some of the discoveries of the voyage, says, in regard to animal life: "At the utmost limits of northern travel attained by man, herds of animals of various kinds have been observed travelling still further. The Arctic zone, though not rich in species, is teeming with individual life." Our limited space would not allow us to mention in detail the various discoveries of this important expedition.

**THE JAPAN EXPEDITION.**  
Of the various expeditions organized and carried out under the auspices and with the assistance of our government, there is none which promises to be productive of more beneficial results to navigation, commerce, history and science, as that to Japan. The isolated position which this semi-barbarous country maintained for centuries against the civilized world, her obstinate refusal to enter into any international treaties with other powers except such as she herself had selected, and the inhuman treatment which our sailors who had been shipwrecked on her inhospitable coasts had received from the Japanese authorities, had for several years past attracted the earnest attention of our government. Those sailors who were so unfortunate as to fall into their power, were tortured in a most cruel manner, and carried about from one part of the country to another in cages. This was such an outrageous violation of the laws of hospitality, recognized even among barbarous nations, that our government could not in justice to its citizens allow it to pass with impunity. But self-interest, which is often stronger than the desire to protect individual rights, rendered interference in the peculiar policy and exclusiveness of the Japanese absolutely necessary. "The opening of Japan," says the late Secretary of the Navy, John P. Kennedy, in his last able and interesting annual report, "has become a necessity which is recognized in the commercial advantage of all Christian nations, and is deeply felt by every owner of an American whale ship, and every voyager between California and China." To remove the barrier which had for centuries shut the Japanese out from communication with the civilized world, to pave the way for an amicable understanding between them and our people, to open the ports of Jeddah and other maritime cities in Japan to our commerce, and to establish intermediate stations at such parts of the Japanese dominions as lie in the route of our whaling vessels and others, are the principal ends to be attained by this expedition. The character of the country to which it was directed made a display of physical force politic, if not necessary, for the furtherance of the desirable and important objects in view. To our Japanese friends, a twenty-four pounder will prove more persuasive than all the moral suasion that could be brought to bear upon them. In speaking thus, let it not be supposed that we counsel a resort to such means as the only mode of effecting our purpose—an appeal to arms should only be made in cases where outrage has been inflicted, and where its prevention for the future is sought. We do not organize an expedition against a strange country to force poison down the throats of its inhabitants, *volens volens*—not to secure a benefit for ourselves only, but one in which, if we are successful, the whole world may participate. Viewing it in its true character, the press of France and England have spoken of it in the most flattering terms, and the governments of both countries, we believe, regard it rather favorably than otherwise.

The naval force employed in this expedition consists of the following vessels:—

Vessel	Tons	Guns	Men
Vermont	3,900	96	800
Mississippi, steam frigate	1,700	—	375
Sasquehanna	2,300	—	350
Princeton	1,300	—	190
Albatross	1,100	—	190
Saratoga, sloop of war, first class	22	190	190
St. Marys	22	190	190
Vincennes	22	190	190
Razer frigate Macedonian	22	450	—
Brig of war Porpoise	19	120	—
Storeship Southampton, 22 lb guns	4	—	—
" Lexington	4	—	—
" Talbot	4	—	—

Total number of men.....3,045  
If we add to these seven hundred marines, the officers, scientific corps, and others attached to the expedition, the effective force will be found to number at least 4,000 men, and 330 guns, mostly heavy ordnance, besides which each ship is provided with two brass twenty four pound field pieces, to be used for shells or canister shot. The expedition, if we mistake not, carried out a magnetic telegraph, a locomotive and railway cars, and many other productions of modern civilization, to impress the natives, doubtless, with a proper respect for us outside barbarians. The command of this fleet, it is almost needless to state, is intrusted to Commodore Perry, who is empowered to sign a treaty of "amity and commerce" with the Empire of Japan. What the result of it will be remains to be seen; but there is every reason to believe that it will be successful, and that through the instrumentality of our country, the commerce of the east will be opened to all the nations of the earth.

**RINGGOLD'S NORTH PACIFIC SURVEYING EXPEDITION.**  
At the last session of Congress, a special act was passed appropriating one hundred and twenty-five thousand dollars "for the building or purchase of suitable vessels, and for prosecuting a survey and reconnaissance, for naval and commercial purposes, of such parts of Behring's Straits, of the North Pacific Ocean, and the China seas, as are frequented by American whaling ships, and by trading vessels, in their routes between the United States and China." Mr. Kennedy, the late Secretary of the Navy, says that this expedition "will find enough, and more than enough, of labor to occupy it during the next three years." During that time it will be employed in examining and making charts of the routes between California, Oregon, and, in fact, the whole northern part of the Pacific, so as to facilitate the navigation of that ocean, many of the straits, bays and harbors of which, are but imperfectly known. "Particular attention," says Mr. Kennedy, "will be given to the survey of the coasts through and along which our whaling ships pursue their perilous trade, looking carefully to the coast of Japan, the Kurile islands, the sea of Okhotsk, and the unexplored shores of Northern Asia." Commander O.

Ringgold, to whose charge the command of this important expedition has been entrusted, will make frequent reports of the progress of his surveys, in order that no time may be lost in communicating them to the commercial community. The charts accompanying these reports will be published for the benefit of commerce and navigation, as often as they are received by the Navy Department. The following are the vessels employed in the expedition, and the name of their officers:—

**U. S. SLOOP VINCENNES.**  
Commander Cadwalader Ringgold commanding expedition.  
Lieut. Commanding.....H. Bolander.  
Executive Officer.....J. H. Bolander.  
Acting Lieut. and Assistant.....J. H. Bolander.  
Astronomer.....J. M. Brooks.  
Acting Lieutenant.....J. V. McWilliam.  
".....A. F. Moore.  
".....D. P. McKelvie.  
".....Thos. S. Pillsbury.  
".....Robert R. Carter.  
Acting Master.....Wm. Brewster Rogers.  
Purser of Expedition.....Wm. Grier.  
Asst. Surg. ....J. A. Nichols.  
Secretary and Draughtsman.....Fred. D. Stuart.  
Assistant Astronomer.....Frederic Colledge.  
Assistant Draughtsman.....Wm. B. Baker.  
Captain's Clerk.....J. Pennington, Jr.  
Zoologist.....Wm. Stimpson.  
Photographer.....Wm. M. Kim.  
Barometer and Chronometer.....Wm. Van Wyck.  
Mathematical Inst. Maker.....Anton Shomborn.  
Acting Boatswain.....F. Dunbar.  
Gunner.....James C. Davis.  
Carpenter.....James E. Owens.  
Acting Sailmaker.....Richard Berry.  
Farmer's Clerk.....T. T. Gamble.  
**JOHN P. KENNEDY.**  
Lieut. Commanding.....Napoleon Collins.  
Acting Lieut. ....Chas. Wright.  
Acting Lieutenant.....Francis A. Roe.  
".....Wm. Kelly.  
".....E. O. Caras.  
Acting Master.....J. H. Stewart.  
Assistant Surgeon.....J. H. Stewart.  
Assistant Draughtsman.....J. H. Stewart.  
Acting Lieut. ....H. K. Stevens.  
".....J. H. Russell.  
Acting Master.....J. T. Gamble.  
Purser.....J. T. Gamble.  
Assistant Surgeon.....George Ritchie.  
Assistant Draughtsman.....George Ritchie.

This expedition, in point of importance, may be ranked among the first fitted out by our government. Although it is not in any way connected with that of Commodore Perry to Japan, yet there is something of an affinity between them. While the object of the former is to explore the coasts of Asia, and facilitate the navigation of the Northern Pacific, the object of the latter is to benefit our commerce by opening the ports of a hitherto almost unknown land, and bringing the far East into communication with the western boundaries of our republic.

The admirable manner in which this expedition has been fitted out, the excellent sailing qualities of the vessels, and above all, the talent and extensive scientific acquirements of the officers, give us every assurance for the belief that it will be one of the most successful that ever left our shores. The *Vincennes*, which is the principal ship of the squadron, is provided with a most valuable library of scientific and other works, voyages, histories of previous expeditions, &c., making altogether a collection of one thousand volumes. This library is intended for the use of the officers; but there is another also, for the sailors, whose health and comfort have been made the objects of the special care of the government. A mission of this character must be one of exceeding interest to those engaged in it, affording, as it must, such an ample field for investigation and observation. During the summer season, Commander Ringgold and the efficient officers under his command, will spend the principal part of their time among those almost wholly unexplored regions, the Aleutian archipelago and the extreme northeastern coast of Asia, devoting their particular attention to the dangerous channels leading into the Sea of Okhotsk.

Some of the vessels were repaired and fitted out at the Navy Yard in Brooklyn; but they are all at present assembled at Norfolk, in Virginia, from which place they will sail about the latter part of this week. We wish the gallant officers who are entrusted with the important mission a pleasant time, and a successful termination of their labors.

**CAPTAIN LYNCH'S EXPEDITION TO AFRICA.**  
The *Herald* of Nov. 16, 1852, contained the announcement from private sources that our government had completed arrangements for despatching a scientific and exploring expedition to Central Africa, with a view of finding a healthy position some distance inland, adapted to the purposes of colonization, the command and entire management of which was to be entrusted to Commander Lynch, of the Navy. In his last annual report, the ex-Secretary of the Navy, Mr. Kennedy, says that his attention "had been invited by the Colonization Society of Pennsylvania to the necessity of prosecuting some researches into the character of the continent of Africa, and especially that portion of it lying eastward of the settlement of Liberia." Captain Lynch, we learn from a letter of the President of Liberia, dated Monrovia March 14, is now on his way to this country, and will doubtless soon after his return make known the result of his explorations, which are not yet concluded, however. The instructions which he received were to the effect that he should pursue his inquiries into the character of the country as far as the river Gaboon, "with a view to the ascertainment of such localities on the margin of the African continent as may present the greatest facilities, whether by the river courses or by inland routes, for penetrating, with the least hazard, into the interior." Those who are acquainted with the nature of the climate of this part of Africa can form an adequate idea of the perils of the undertaking in which Captain Lynch was engaged. The United States ship Constitution, under the command of Captain Mayo, was detailed for the service, and received orders to land Captain Lynch on any part of the African coast he might desire. The profound mystery in which the interior of that country has been involved has rendered it a sealed book to the world; and, as all unknown lands have allowed the largest scope for the fancy of the romancer, so this has been filled with the creations of the imagination. Some have contended that a race of white men existed in the central regions of that continent, in a high state of civilization, while others were of the opinion that they were red men; but none of the many expeditions fitted out by England and France penetrated far enough into the interior to decide the question as to the character of its inhabitants, if it has any, which, we believe, has not been ascertained either. We look, therefore, with not a little anxiety to the result of Captain Lynch's explorations into this terra incognita.

**DR. KANE'S ARCTIC EXPEDITION.**  
The second expedition from New York, to the Polar seas, will take its departure in a few days. Dr. Kane, the celebrated explorer, who has heretofore traversed those icy regions, in the laudable endeavor to find some trace of the lamented navigator, Franklin, goes out in command of the expedition. He sails in the *Advance*, the same vessel in which he made his former voyage. She has been thoroughly refitted, and every improvement which Dr. Kane's experience could suggest has been made, and every

thing necessary to prosecute his voyage and promote the cause of science and discovery, has been fully attended to. We have given in our editorial columns the details of this expedition.

## INLAND EXPLORING EXPEDITIONS.

While the demands of commerce have stimulated discoveries and expeditions on the ocean, the increase of population and the extension of our domain have made no less necessary the exploration of our boundless territories. At the time of the first expedition, emigration had reached beyond the waters of the Mississippi, and it has steadily pursued its way, until at present it dots with cities the shores of the Pacific. While our people enjoy these vast regions of the West, they should not neglect these hardy pioneers who periled their lives to explore those territories, and pointed out the way of empire.

**GREY'S DISCOVERY OF THE COLUMBIA RIVER.**  
The discovery of the Columbia river by Captain Robert Grey, although a private enterprise, is yet entitled, from its great importance, to a notice in this article. On the 7th of May, 1792, Captain Grey, in the ship *Columbia*, from Boston, while cruising along the Pacific coast, discovered the river Columbia, to which he gave the name of his vessel. This discovery is of importance, because it settled the title of our government to that territory. Afterwards, Lewis and Clark explored this river, and passed the winters of 1805 and 1806 at its mouth. Thus we have an instance of the enterprise of a single individual giving a large expanse of territory to our Union.

**EXPEDITION OF LEWIS AND CLARK.**  
The history of the expedition of Lewis and Clark across the Rocky Mountains, their perilous adventures and extreme sufferings, form one of the most interesting narratives of American story. Lewis and Clark, both young officers in the United States army, were commissioned by our government, in the early part of the present century, to commence the exploration of the western region of this Union. In the year 1804 these intrepid pioneers, with but a few companions, commenced their journey from the mouth of Wood river, on the Mississippi. They directed their course up the Missouri, which may be justly styled the Father of American Waters, to its sources; they examined most of its tributaries, pushed on across the Rocky Mountains, and thence down the Columbia River to the Pacific Ocean. Their journey occupied the space of three years, and at the time was of the utmost importance to our nation. These adventures were daily, during their route, exposed to the scaling knife of the savages and the beasts of the forest, and often, their provisions falling short, were dependent upon the bounty of nature for subsistence. Their records of the character of the Indian tribes, and their geographical discoveries, will long continue to be a benefit to our people.

**PIKE'S EXPEDITION IN 1805.**  
At the time of the expedition of Lewis and Clark across the Rocky Mountains, the general government, anxious to push still further its exploration, commissioned Lieutenant Z. M. Pike to examine the source of the Mississippi. On the 9th of August, 1805, Pike embarked from St. Louis, and accompanied by twenty-six men, proceeded up the Mississippi. The trials of these adventurers were equal to those of their brethren in discovery, who were at the same time groping their way amid the snow capped summits of the Rocky Mountains, and the result of this expedition was the acquisition of a knowledge of the soil, climate, productions, and geography of our Northern frontiers.

## LONG'S EXPEDITION TO THE SOURCES OF THE ST. PETER'S RIVER, IN 1823.

This expedition, fitted out by the orders of John C. Calhoun, while Secretary of War, had for its object the examination of the sources of the St. Peter's river, the waters of Lake Winnipeg, Lake of the Woods, and that region of country. This expedition being organized in the early period of our country, was a most important one at the time. Following after the expedition of Lewis and Clark, the desire was to extend the knowledge acquired by these pioneers, over another, but no less important part of our territory. The fur trade had at this time risen to such importance that the government was anxious to promote this traffic, by the discovery of the best route to this then unknown and hostile territory. Accordingly, it was determined, in the spring of 1823, by the executive government, "that an expedition be immediately fitted out for exploring the river St. Peter's, and the country situated on the northern boundary of the United States, between the Red river of Hudson's Bay and Lake Superior." The command of the expedition was entrusted to Major S. H. Long, and he received orders from the War Department, dated April 25th, 1823, of which the following is an extract:—"The route of the expedition will be as follows:—Commencing at Philadelphia, thence proceeding to Wheeling, in Virginia, thence to Chicago via Fort Wayne, thence to Fort Armstrong, on DuBouque's lead mines, thence up the Mississippi to Fort St. Anthony, thence to the source of the St. Peter's river, thence to the point of intersection between the Red river and the forty-ninth degree of north latitude, thence along the northern boundary of the United States to Lake Superior, and thence homeward by the Lakes."

The main object of the expedition was to make a general survey of the country on the route indicated, together with a topographical description of the same; to ascertain the latitudes and longitudes of all the remarkable points; to examine and describe the productions, animal, vegetable and mineral, of these regions, and to inquire into the character, customs, &c., of the Indian tribes.

Accompanying this expedition, for the purpose of carrying out the ends above stated, were Thomas Say, geologist and antiquarian; William H. Keating, mineralogist and geologist; and Samuel Seymour, landscape painter and designer. Messrs. Say and Keating were appointed literary journalists to this expedition. This enterprise fully accomplished the object for which it was formed, contributing largely to the knowledge of botany, mineralogy and natural history, as to geography.

## SCHOOLCRAFT'S EXPEDITION.

As late as twenty years ago, the continual incursions made upon our Northern frontiers by the Indian tribes, made it incumbent upon our nation to cultivate as much as possible with these savages terms of peace, and to put a stop to all warfare between themselves. To bring about a cessation of hostilities between the Chippewas and Sioux Indians, the War Department, in 1822, sent out H. R. Schoolcraft, commissioned to perform this service to his government. Upon this expedition, besides effecting the primary object of his journey, he made some geographical discoveries, among which was the tracing the source of the Mississippi river to Itasca Lake. This expedition also led to the discovery of some very valuable minerals, and one of its great and beneficial results was the opening more effectually the road for the fur traders.

## HERNDON'S EXPEDITION TO THE AMAZON.

Lieutenant Herndon, one of the most enterprising, adventurous, and talented officers in our navy, was appointed by our government, a little more than two years ago, to explore the Amazon from its sources to its mouth, and to gauge its capacities, present and prospective, for navigation, trade and commerce. He was accompanied by another able officer, Lieutenant Gibbons, who shared with him the honor of being the first who made a thorough exploration of that great set of all the mighty rivers on our continent. The narrative of the expedition, which was fraught with

peril to the brave officers, is full of interest, and we regret that our space will not permit us to give more than a brief notice of it.

Lieutenant Herndon, with his companion in adventure, Lieutenant Gibbons, and unaccompanied by any escort, set out on his important mission across the Cordilleras in Peru and Bolivia. Arriving in sight of the Amazon, he determined that the party should be divided, and that Lieutenant Gibbons should pursue his journey through Bolivia, while he, with no one but a Peruvian, resolved to undertake the main stream itself. "Thus accompanied," says Lieutenant Maury, in an interesting letter published yesterday's *HERALD*, "he descended that river on rafts and in 'dog-outs' through a distance of three thousand five hundred miles." Lieutenant Gibbons, in company with a sailor lad named Richards, whom Herndon had engaged in Lima, visited Curuzo, and passed through the Inca country. Richards, when asked by Lieutenant Maury what struck him with the most force on his trip through the valley of the Amazon, replied that the most remarkable thing was "that such a country as that of the Amazon should be in the middle of the nineteenth century be a wilderness." Since this interest has been manifested in the opening of this river to commerce and navigation, the people living along its banks have aroused from the lethargy in which they have heretofore existed to a true sense of the natural advantages and the many sources of wealth with which their land abounds. Peru and Bolivia, and other countries through which the Amazon runs, have exhibited a sincere desire to improve those natural advantages, and to develop the resources of the soil. Our frontiersmen are alive to the importance of this subject. "They regard," says Lieut. Maury, "the opening up of the Amazon to navigation, trade and settlement, as one of the great questions of the age; and we may rely upon it that they will do their duty if we will do ours." We may state here, as one of the results of the enterprise displayed by our government and the people, that Peru is about to proclaim the freedom of the seas for her Amazonian water courses—that she is organizing territories there—that she has placed in the hands of the executive \$200,000, for the purpose of encouraging emigration and settlement—that Bolivia has been thrown open to the commerce of the world, and that a prize of \$10,000 has been offered to the first steamer that arrives there from the ocean. What a vast field is here opened to the rapidly extending commerce of our country—and what a debt do we not owe to those through whose intrepidity and genius it has been explored and laid open to our gaze! Though conducted by two men, who were assisted only by a few natives picked up on their route, this expedition though a wild and trackless land was more successful than the most sanguine could desire. Lieut. Herndon intends publishing the result of his explorations, embracing many valuable statistics of the country, and adding most important contributions to the hitherto unknown geographical character of the country. Some time previous to the expedition of Lieutenants Herndon and Gibbons, another was projected by Count D'Orsey, a French officer; but owing to the murder of the Count while on his journey it had to be abandoned. Lieut. Herndon, however, undismayed, traversed almost nearly four thousand miles in his explorations, and returns safe with a fund of most valuable information.

## PARKER'S EXPEDITION BEYOND THE ROCKY MOUNTAINS.

The journey of the Rev. Samuel Parker beyond the Rocky Mountains, although not made under the patronage of the general government, was nevertheless none the less important to the public. The American Board of Commissioners for Foreign Missions, in the year 1835, sent the Rev. Mr. Parker on an expedition to the Rocky Mountains, the main object of which was to ascertain by personal observation the condition and character of the Indian nations and tribes, and the facilities for introducing the gospel and civilization among them. The route of this pioneer lay up the Missouri and its tributaries, following nearly the same path trod by Lewis and Clark some thirty years before, and extending beyond the Rocky Mountains. This renowned explorer, in speaking of the character of this region of territory, says:—"The country here described is *sui generis*; everything is found on a large scale. Its lofty and perpetual snow-topped mountains, rising 20,000 feet or more; the trees of the forest; the wide extended prairies; plants of enormous growth, and the results of volcanic agency which you meet in almost every direction, render the whole of ever increasing interest to the traveller." This expedition revealed some valuable facts in geography, ornithology and geology. One discovery of great interest was the basaltic formations on the Columbia river, supposed to be the result of volcanic action.

## HOLMES'S SURVEY OF THE AROOSTOOK TERRITORY.

It was not until within a few years that the interior of the State of Maine was made known to the world. As late as 1838 that portion of the State known as the Aroostook territory was unexplored. During the year, however, the government commissioned Ezekiel Holmes to survey this territory and to report thereon. The orders of the government were that the expedition should be made with special reference to the settlement of the country, and for a water communication between the Penobscot, Aroostook and Fish rivers. The result of this exploration was a report favorable to the settlement of the country, and the acquisition of a geographical knowledge of the course of the waters of Maine.

## SANTA FE EXPEDITION.

Among the important private expeditions which are worthy of record are those once made under our southwestern territory, called the Santa Fe expeditions. These expeditions were made for the purposes of trade, and added in their way to the facilities of communication with the interior of the southwest territory. The first of these expeditions started from New Orleans about 1841, and made a tour through Texas, across the great southwestern prairies and the Canchane and Cayuga hunting grounds. They suffered severely from want of food and from the attacks of the Indians, and were finally captured, and taken to the city of Mexico as prisoners of war. They were finally released, and returned again to the trafficking expeditions between New Orleans and Santa Fe.

## FREMONT'S EXPEDITION.

Among all the exploring companies ever fitted out by the United States government, there is none which is more prominent in the magnitude of its preparations, in the extent of its travels, or in the importance of its results, than that which was led by John C. Fremont. The rapid progress of emigration westward, the desire to connect the two great oceans, induced our government to fit out an expedition, the object of which was to discover some pass through which this great union of waters might be consummated. Accordingly, in 1842, an expedition was equipped, with all the necessary implements for inland exploration. This company left Washington on the second day of May, 1842, to commence their searches amid the untrodden snows of the Rocky Mountains—to penetrate the recesses of those forests whose eternal silence had heretofore only been disturbed by the howl of the wolf and the war-whop of the savage. The first expedition was carried out in 1842, and in 1843 and '44 Fremont set out upon the second. The first reached to the Rocky Mountains, and the second reached to Oregon and California. These two expeditions, having the same object in view, were reported to Congress together. The

second was a continuation of the first, the two being parts of a whole which required a third, made in 1847, under Gen. Kearney. Col. Fremont, in his report of these travels, says:—"The first of these expeditions terminated at the Rocky Mountains, and at the two greatest points of interest in that ridge, namely, the South pass and Fremont's peak; the former being the lowest depression of the mountains, through which the road to Oregon now passes, and the latter the highest elevation, from the base of which four great rivers take their rise, and flow in opposite directions towards the rising and setting sun." The third expedition, made under General Kearney, (which will be noticed more particularly in another place), and known as the Great Salt Lake Expedition, was directed to the exploration of that portion of the Rocky Mountains which gives rise to the Arkansas river, the Rio Grande del Norte, and the Rio Colorado of California. The trials through which these explorers passed were severe and numerous. They not only had to combat with the severity of the climate, and the attacks of the savages, but often they were without provisions, ignorant of their course, and naught over their heads but the cold and freezing sky, naught beneath their feet but a bed of eternal snow. Upon one occasion, in particular, these adventurers were obliged to save themselves from starvation by cooking their horses and dogs, and by this means barely escaped a lingering death. These expeditions, extending over 10,000 miles, had the effect to supply the blank that had heretofore existed in the geography and history of the western portion of this continent, and to bring within our knowledge the character of our territory from the Atlantic to the Pacific shore. Great acquisitions have been made to science, through the astronomical, meteorological, and botanical observations made in the progress of this extraordinary journey. The greatest advantages arising from these expeditions of Col. Fremont, will probably be reaped hereafter; and when destiny shall have fulfilled her mission, and joined with iron bands the eastern and western limits of our nation, then, while the thundering war speeds through the passes of the Rocky Mountains, Fremont will be remembered as having been the pioneer to point out the course for accomplishing this grand result.

## GEN. KEARNEY'S EXPEDITION.

In 1847, Gen. Kearney, by order of the government, made an expedition from Fort Leavenworth, in Missouri, to San Diego, in California. The topographical engineers of this expedition, to whom the world is indebted for its history and discoveries, were Lieuts. Amory, Warner, Abert and Peck. The main object of this expedition was an attack upon the northern provinces of Mexico, and consisted at the time of its departure from Fort Leavenworth, of two batteries of artillery (six pounds), under the command of Major Clark, three squadrons of the first dragoons, under Major Sumner, the first regiment of Missouri cavalry, under Colonel Doniphan, and two companies of infantry under Captain Agney. A portion of the route of this expedition lay along the Del Norte, Arkansas and Gila rivers. Being well provided with implements necessary for discovery, it was as profitable to science as the one preceding it, under the special command of Fremont. In the notes of this expedition, taken by Lieutenant Amory, are found some instructive and interesting allusions to the ancient ruins found upon the route. Among many others, in speaking of the ruins of Pecos, he says:—"Pecos, once a fortified town, is built on a promontory or rock, somewhat in the shape of a fort. Here burned, until within seven years, the eternal fires of Montezuma; and the remains of the architecture exhibit, in a prominent manner, the engraftment of the Catholic Church upon the ancient religion of the country. At one end of the short spur forming the terminus of the promontory, are the remains of the Estufa, with all its parts distinct; at the other are the remains of the Catholic Church, both showing the distinctive marks and emblems of the two religions. The fires from the Estufa burned and sent their incense through the same altars, from which was preached the Gospel of Christ. Two religions, so utterly different in theory, were here, as in all Mexico, blended in harmonious practice, until about a century since, when the town was sacked by a band of Indians." There were very many valuable discoveries during this expedition, and one interesting fact connected with it, is that it combined the two great objects of conquest and the promotion of science.

## JOURNEY OF LIEUT. BEALE TO CALIFORNIA.

Lieut. Beale left for his superintendency on the 1st inst., and will proceed on the route indicated by Fremont and Leroux. Leaving the frontier of the State at the mouth of the Kansas, he will proceed rapidly over the broad plain between the Arkansas and the Kansas to the mouth of the Huachuca, just above Bent's Fort, thence up that river to its head in the Pass El Sangre de Christo into the valley of San Luis, at the head of the Del Norte. He will then be about half way, and will go out by the Pass El Puerto, described by Leroux, and thence across the valley of the Upper Colorado, (the unexplored part,) to Las Vegas de Santa Clara, where he will feel at home. It is this part, (from the head of the Del Norte to the Las Vegas,) which will give interest to his movement, the two ends of the route being well known. He goes unencumbered with provisions or baggage, and has no useless company. The superintendent will look at the ground as he goes over it, and take note of what he sees and sketches also.

Mr. Beale is not now in the navy, having resigned his commission for a more active life than that which the navy affords. He does not command a surveying party, and is in no way employed under the late act of Congress authorizing surveys. He is simply returning to his superintendency, and chooses to go through the woods and show the best route to California, thus "killing two birds with one stone."

## CAPT. RENO'S EXPEDITION.

The war department despatches an expedition to survey a military road from the mouth of the Big Sioux, on the upper Missouri, to a point at the mouth of the St. Peters, opposite Fort Snelling. The party consists of Capt. Reno, of the United States Army; Chief, Tilton, late Chief Engineer of Railroads in Indiana, Chief Engineer; Mr. Cross, formerly of the army, Assistant Engineer; and twenty men, principally of the far companies of St. Louis, to be furnished with Colt's pistols and the patent rifle. Capt. Tilton, Chief Engineer, is entrusted with the duty of making a report upon the practicability of this country for railway purposes. The result of the labors of the party will be placed before the department, in accordance with a resolution of Congress, last winter, making an appropriation of \$150,000 for surveys and explorations connected with the Pacific railroad and branches.

**THE BOUNDARY COMMISSION TO NEW MEXICO.**  
Although the late Boundary Commission to New Mexico, under Dr. Bartlett, does not come within the legitimate scope of this article, yet as it bears a close resemblance to the character of an expedition, we would not be doing justice to the subject if we omitted it. The boundary line between the United States and Mexico had never been definitely settled upon, and it was therefore deemed advisable that it should be determined by a commission, appointed by both countries. This was accordingly done, and the commissioners proceeded to the work. The commissioners from each country made their own calculations as to the central point, and when they afterwards compared the result at which they had arrived they found that the difference between them was ninety feet exactly, and that this difference was caused by a mineral hill over which they had passed, and which affected their calculations. The difference was settled by dividing it, so that each had forty-five feet. The whole account of the commission has been published already in the *HERALD*, and our readers are doubtless familiar with it.